

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Union Station, WI-150  
other names New York, Philadelphia & Norfolk Railroad Station, Pennsylvania Railroad Station

**2. Location**

street & number 611 Railroad Avenue ☐ not for publication  
city or town Salisbury ☐ vicinity  
state Maryland code MD county Wicomico code 045 zip code 21801

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments).

[Signature]  
Signature of certifying official/Title

3-16-07  
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title

Date

State or Federal agency and bureau

**4. National Park Service Certification**

I hereby, certify that this property is:

- ☐ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the National Register.  
☐ See continuation sheet.  
☐ Determined not eligible for the National Register.  
☐ removed from the National Register.  
☐ other (explain): \_\_\_\_\_

Signature of the Keeper

Date of Action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Union Station, WI-150

Name of Property

Wicomico County, Maryland

County and State

**5. Classification****Ownership of Property**

(Check as many boxes as apply)

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

**Category of Property**

(Check only one box)

- ☒ building(s)  
☐ district  
☐ site  
☐ structure  
☐ object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Non-contributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

N/A

**number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use****Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/Rail-related/Train Depot

**Current Functions**

(Enter categories from instructions)

COMMERCE/TRADE/Restaurant

**7. Description****Architectural Classification**

(Enter categories from instructions)

LATE 19<sup>th</sup> and 20<sup>th</sup> CENTURY REVIVALS/

Colonial Revival

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof STONE/Slate

other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)

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## National Register of Historic Places Continuation Sheet

Union Station, WI-150

Name of Property

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### Description Summary:

Union Station is located at 611 West Railroad Avenue along the right-of-way of the former Pennsylvania (now PennDel) Railroad in the center of Salisbury, Wicomico County, Maryland. Built in 1913-14 on a poured concrete foundation, the Flemish bond brick main block is covered by a medium pitched hip roof sheathed in slate, while the adjacent single story wings have low pitched gable roofs disguised by parapet walls. The yard around the station retains portions of its original brick paving. Converted from a passenger station into a freight facility around 1958, the building was sold by Consolidated Railroads of Pennsylvania in 1986, and it has been used for other commercial purposes since then. At the moment plans are underway to convert the station into a restaurant.

### General Description:

The story-and-a-half, five-bay by two-bay main block rests on a full cellar of poured concrete walls, and the excavated space continues under the south wing. The north wing was built without a cellar beneath it. The poured concrete foundation supports solid Flemish bond brick exterior walls highlighted by a glazed header checkerboard pattern. At the foundation level there is a cut granite stone base to the Flemish bond brick watertable accented with a cut stone-like cap executed in molded terra cotta or perhaps concrete. The surfaces of all of the stone-like accents have a decorative ridging that imitates tool marks as if the material was truly cut stone. The west elevation is a symmetrical five-bay façade featuring a projecting center bay surmounted by a gable-front roof. The original center, three-part window was converted into a garage bay when the passenger station was adapted to a freight facility after 1958. With the construction of an elevated delivery platform across the front of the projecting bay, a new floor level was established at the approximate level of the former window sill height. The wide opening retains a jack arch with a keystone of molded concrete. Stretching across the bay above the door opening is a shed roofed awning supported on heavy chamfered edge bracket supports. The original rafter blades of the shed roof have decorated ends. The wall surface above the shed roof is pierced by an original Palladian style window accented with jack arches and decorative brickwork. The edges of the projecting bay have plain brick pilasters that rise to a decorative modillion block cornice which enriches the edge of the gable front roof. To each side of the projecting bay are pairs of bricked up window openings topped by brick jack arches fitted with decorative stone-like keystones. The outside corners of the main block are defined by stone-like quoins. The shed roofed canopy stretches across the brick wall surface above the level of the first floor window openings. Above the roofline are half-round lunette windows accented with decorative stone sills and keystones fixed in semi-circular rowlock arches. The top of the wall features the modillion block cornice, which continues around the perimeter of the building.

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The north side of the main block is covered almost completely by the single story wing erected in the same Flemish bond brick patterning with glazed header accents. The corners of the wing are trimmed with shaped quoins and the top of the parapet wall is defined by a same modillion block cornice that accents the main station. The west side of the north wing is pierced by a three-part window with a center twelve-over-one sash flanked by nine-over-one sash. The window opening has a molded stone-like sill and a keystone is fitted in the center of a brick jack arch. Rising above the north wing and centered on the wall of the main block is a tall brick chimney stack finished with a corbelled cap. The north side of the north wing is marked by a wide center door opening flanked by a nine-over-one sash window opening to the west and a personnel door to the east. The eastern door opening was originally a window opening. Accenting each of these openings are the stone-like sills and keystones featured in the brick jack arches. The keystone to the center doorway arch has been broken to reveal a hollow core. The north wall retains remnants of the shed roofed awning, however the rafter blades are tapered and plainly cut unlike the decorated rafter end found on the south and west sides. The east side of the north wing is marked by a boarded-over tripartite window opening that retains its original sash and stone-like trims.

The east or track side of the main block is currently dominated by the raised freight platform that meets the brick passenger station at the window sill height. Centered on the east elevation is a projecting bay like that of the west façade. The first floor level has a retractable door that replaced the original tripartite window opening, and a Palladian style window marks the gable front wall surface above the platform roof. To each side of the projecting bay are bricked up window openings, which have had their stone-like sills removed. Each opening does retain a brick jack arch and shaped keystone. Bricked up pockets above the window openings indicate the former location of the first period shed rafters. The upper wall surfaces on each side of the projecting bay are marked by half-round lunette windows featuring molded stone-like sills and keystones in semi-circular brick rowlock arches.

Extending to the south of the main station is another single story wing defined by a parapet wall accented at the top with the same modillion block cornice. Fixed in the southeast corner of the Flemish bond brickwork is a molded datestone inscribed, "1913." The east side of the wing has bricked up window openings retaining brick jack arches with stone-like keystones. The south side of the south wing is marked by two openings; a window with pebble finished glass on the right (east) side and a door opening to the left (west) that was originally a window opening. The south end retains its original shed roofed awning supported by heavy chamfered edge brackets and decorated rafter blades. A standing seam metal roof covers the shed in part. The west side of the south wing is marked by a garage door bay converted from a window opening. The door opening has a poured concrete ramp that spans a short distance between the



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building and the original brick paving that survives on the south and west side of the station. There is as well a single width window opening marking the southwest corner that retains its original sash, stone-like sill and brick jack arch with keystone.

The interior of the station is divided into four principal spaces. The main hip roofed block encompassed the main waiting room or lobby. This large rectangular space has off-white painted brick walls that rise to a wooden cornice, and above it is a large plastered cove of a tray ceiling. According to a newspaper article written at the time of the station's construction, the ceiling was painted a reddish color to coordinate with the reddish brown color of the composition tile-like floor.<sup>1</sup> One original link chain and mount for a globe-shaped light fixture survives in the southeast section of the former waiting room, which has a raised heavy plank floor that dates from the freight station conversion of the building. At the north end of the waiting room space is a wooden staircase leading to the full cellar. The staircase dates from the freight station period as well. The north wing is accessed by a single door opening that is associated with the cellar stair platform, and this opening was reworked during the freight station conversion as well.

The north wing was the location of the baggage room, and unlike the rest of the building, was constructed without a full cellar. Instead the sleepers for the floor system were imbedded in concrete for support. The room is finished with narrow board wainscoting that rises to the window sill height, whereas plaster finishes the balance of the wall and ceiling. Unfortunately, this section of the station was not utilized much during the period after the railroad sold the property and the roof was not repaired, which allowed water to pour through this section of the wing; the unchecked moisture rotted parts of the roof system, plaster and woodwork.

To the south of the main waiting room were private spaces for men and women. According to the period description of the station in 1913, a "smoking room" for the men measured 16' by 17 <sup>3</sup>/<sub>4</sub>', and the room for women was slightly larger at 20 <sup>1</sup>/<sub>2</sub>' x 16'.<sup>2</sup> These two spaces were consolidated into one room during the mid twentieth century and the former location of the center partition is evident in the floor. The room does retain original tongue-and-groove board wainscoting, plaster walls, and a plastered cove ceiling. The two partially glazed doors that open into this space are original as well and retain early twentieth century locks and hinges. The doors are topped by movable transom windows that feature original hardware as well. Centered on the inner wall between the main waiting room and this consolidated space are two original door openings trimmed with early twentieth-century surrounds. The private waiting

<sup>1</sup> *The Wicomico News*, 26 June 1913.

<sup>2</sup> *The Wicomico News*, 26 June 1913.

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room spaces are finished with a tray ceiling with a large plastered cove extending around the perimeter of the space. The south end of the south wing is divided into two spaces that originally served as lavatories for men and women. The two spaces have remnant marble wainscoting and plastered coves around the perimeter of the ceiling. Originally the lavatories were served by skylights that leaked severely during the mid to late twentieth century and have been removed.

**8. Statement of Significance****Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ **B** Property associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets)

**Area of Significance**

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

1913-1958

**Significant Dates**

1913-14

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**9. Major Bibliographical References****Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**Previous documentation on files (NPS):**

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey  
# \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record  
# \_\_\_\_\_

**Primary location of additional data:**

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository: \_\_\_\_\_

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### Summary Statement of Significance:

Salisbury's Union Station is eligible under Criterion C for its embodiment of the characteristics of the Colonial Revival style. Built in 1913-14 near the junction where the New York, Philadelphia, and Norfolk Railroad intersected with the Baltimore, Chesapeake and Atlantic Railroad, this Colonial Revival building stands out as the most elaborate passenger facility to survive on the Eastern Shore of Maryland. Superbly crafted of Flemish bond brick walls with glazed header accents and trimmed with stone-like terra cotta cornices, corner quoins, keystones, and window sills, Union Station is dramatically emblematic of the early twentieth-century resurgence of neoclassicism following the World Columbian Exposition held in Chicago in 1893. The new wave of neoclassicism included reinterpretations of colonial American designs and construction practices that contrasted sharply with the eclecticism and romanticism of Victorian aesthetics that had dominated American architectural designs since the third quarter of the nineteenth century. Less ambitious and less elaborate stations were built in nearby Princess Anne (1907) and Pocomoke City (1912); the design and construction of Union Station outdistanced by far these and other facilities in size, function and serviceability due to its location at the junction of the two principal rail lines that served the peninsula during the late nineteenth and early twentieth centuries.

Union Station is also eligible under Criterion A for its association with the development of railroad transportation on the Eastern Shore. Due to its location and elaborate construction, Union Station is one of the major transportation landmarks of railroad history on the Eastern Shore, built during the period when the peninsular rail system had achieved its full maturity and influence for the region. Important as well is the aspect of cooperation and coordination inherent in the construction of Union Station by two independent railroad companies for the common good of the public traveling north/south or east/west with one of the principal local destinations being Maryland's sole Atlantic coast resort of Ocean City.

### Resource History and Historic Context:

The construction of Union Station in 1913-14 followed a long history of railroad company investments on the Delmarva peninsula that began with the initial construction of the Delaware and Eastern Shore Railroads during the years leading up to and following the Civil War. The construction of the Delaware Railroad from Wilmington south was accomplished between 1854 and 1859, and it was stretched to the banks of the Wicomico River at Salisbury under the



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auspices of the Eastern Shore railroad by 1860.<sup>3</sup> The Civil War interrupted construction further south, and it was not until 1866 that the Eastern Shore Railroad reached Tangier Sound at the village of Somer's Cove, which was renamed Crisfield. The north/south line was extended down the tail of the peninsula through Accomack and Northampton counties under the auspices of the newly established New York, Philadelphia, and Norfolk Railroad company, which had acquired the older rail lines in a consolidation effort in 1882. The principal goals were to extend passenger and freight service to Cape Charles, and in addition, to connect by way of ferry transportation, to the city of Norfolk, Virginia. Two years later, in November 1884, the *Salisbury Advertiser and Eastern Shoreman* announced,

*On Monday last, the N.Y.P. & N. R.R. was formally opened. This road begins at Delmar, Del. and extends to Cape Charles City, a distance of ninety-five miles. At this latter point passengers are ferried over to Norfolk, a distance of 36 miles. This line has given the people of Salisbury the long dreamed of and oft asked for New York and Phila. Express. A citizen of Salisbury may now leave home at 12:43 at night and arrive in New York at 7 in the morning; Philadelphia about 2 hours and 30 minutes earlier. On the same day he many leave New York and get home at 2:46 in the morning. This train will be furnished with Pullman Sleepers. We are no longer in the far off regions of the "Eastern Shore," but simply on the suburbs of all great cities. "A day in the city" will be a common thing now.*<sup>4</sup>

The final principal leg in the lower Shore railroad system surfaced in an effort to stretch a line from Claiborne, in Talbot County, to Salisbury in 1886, thereby providing a gateway to Ocean City for beach-bound travelers from across the state. The Baltimore & Eastern Shore Railroad was chartered in April 1886, and surveys for the new route followed soon after. While surveys and early stages of construction were underway in Talbot County by late 1888, the new railroad company acquired the Wicomico & Pocomoke Railroad, a line that had been built between Salisbury and Ocean City during the mid 1870s. By September 1890, the Baltimore & Eastern Shore Railroad sponsored the launch of an excursion train from Claiborne to the Atlantic coast. The Baltimore & Eastern Shore Railroad, however, lasted in name only a short while; its holdings were acquired by the Baltimore, Chesapeake & Atlantic Railroad Company in 1894.<sup>5</sup>

With the construction of new train facilities along the corridor of the Baltimore & Eastern Shore, and later B. C. & A., rail lines, criticism surfaced in Salisbury about the condition

John C. Hayman, *Rails Along the Chesapeake: A History of Railroad on the Delmarva Peninsula, 1827-1978*. Marvadel Publishers, 1979.

<sup>4</sup> *Salisbury Advertiser and Eastern Shoreman*, 22 November 1884.

<sup>5</sup> Hayman, p. 95.

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and nature of the buildings that served the N. Y. P. & N. line. In an 1890 article printed in the *Salisbury Advertiser*, the paper stated:

*...we would like to say a word concerning the miserable shed-like building which passes for a station house at the depot of the N. Y. P. & N. railroad at Salisbury. So important a place as Salisbury is entitled to a good, convenient station house where passengers can wait comfortably, and on boarding the train or alighting, do so without being obliged to climb over boxes and barrels on a high crowded platform. The capacity of the building is entirely inadequate to the business and office, and despite the efforts of the agent to keep things in order at times, the whole building, platforms, waiting rooms, and all, are crowded with an indiscriminate mass of humanity and freight. This is particularly the case with the fruit shipping season.<sup>6</sup>*

Despite the constant urging of the public for improvements, over twenty years lapsed before solid progress was made on providing new railroad accommodations. In a joint effort to solve inadequacies on both the N.Y.P. & N. as well as the B.C. & A. lines, a combined facility known as Union Station was conceived for a site at the intersection of the two railroads. On April 8, 1911 the *Salisbury Advertiser* announced the construction plans:

*After years of deliberation and discussion it begins to look as though Salisbury is at last to have a union station. According to reports given out it has finally been decided to build an up-to-date union station at the present site of the B.C. & A. Junction. Salisbury has long been a sufferer on account of the disreputable station on both the railroads here, stations that would be a disgrace to any village from one to two hundred inhabitants, and the people will generally rejoice when both are torn down, and one put up more in keeping with the size and importance of this city....Work will probably begin on the new station in the early fall, if the present plans are carried out.<sup>7</sup>*

In spite of the great optimism expressed in this article, another two years passed before the cornerstone was set. Work was begun in late 1913, and by April 1914 *The Wicomico News* reported:

<sup>6</sup> *Salisbury Advertiser*, 20 September 1890.

<sup>7</sup> *Salisbury Advertiser*, 8 April 1911.

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*The contractors for the erection of the new union (sic) station in Salisbury expect to complete the brickwork this week, and if good weather continues the roof will be on by the middle of this month. The sheds are completed.<sup>8</sup>*

Ironically, in light of the years of complaint and anticipation, the new station opened later that year with little celebration. According to the station's first ticket agent, Rollie W. Hastings, he unceremoniously walked over to the new facility with a cash box and sold the first ticket for a trip to Princess Anne. Union Station served the residents of Salisbury and the peninsula as a passenger facility for a little over forty years when the Pennsylvania Railroad discontinued service in 1958. The building remained in use as a freight facility. Union Station was at first leased to other tenants, and then sold by Consolidated Rail Corporation to Kent and Robin English in 1986, after which the building was used for a commercial sign business.<sup>9</sup> In March 2006,<sup>10</sup> the property was sold by Robin T. English to the owners of Railroad Avenue Investments, LLC, Thomas and John Knorr, who plan to convert the structure into a restaurant.

<sup>8</sup> *The Wicomico News*, 2 April 1914.

<sup>9</sup> Wicomico County Land Record, 1094/384, 3 November 1986.

<sup>10</sup> Wicomico County Land Record, 2581/710, 31 March 2006.

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### Major Bibliographical References:

Hayman, John C., *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*, Marvadel Publishers, 1979.

Personal Interviews with Tom Knorr and Rick Dwyer, October 2006.

*Salisbury Advertiser and Eastern Shoreman*, various issues, Wicomico County Free Library, Salisbury.

Touart, Paul Baker. *At the Crossroads: The Architectural History of Wicomico County, Maryland*, Unpublished manuscript, 2005.

Wicomico County Land Records, various volumes, Wicomico County Courthouse.

*Wicomico News*, various issues. Wicomico County Free Library, Salisbury.

Union Station, WI-150  
Name of Property

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County and State

## 10. Geographical Data

Acreage of Property .7282 acres

### UTM References

(Place additional UTM references on a continuation sheet)

1	1	8		4	4	8	1	8	2	4	2	4	6	9	6	3
	Zone			Easting			Northing									
2																

3																
	Zone			Easting			Northing									
4																

☐ See continuation sheet

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

## 11. Form Prepared By

name/title Paul Baker Touart, Architectural Historian

Organization Private Consultant

date 10.25.06

street & number Cedar Hill Box 5

telephone 410-651-1094

city or town Westover

state Maryland

zip code 21871

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

### Photographs

Representative **black and white photographs** of the property.

### Additional Items

(Check with the SHPO or FPO for any additional items)

## Property Owner

(Complete this item at the request of SHPO or FPO)

name Railroad Investments, LLC (Thomas and John Knorr) Address correspondence to Mr. Richard Dwyer

street & number P. O. Box 83

telephone 443-783-8745

city or town Hebron

state Maryland

zip code 21830

**Paperwork Reduction Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et. seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.



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### Verbal Boundary Description:

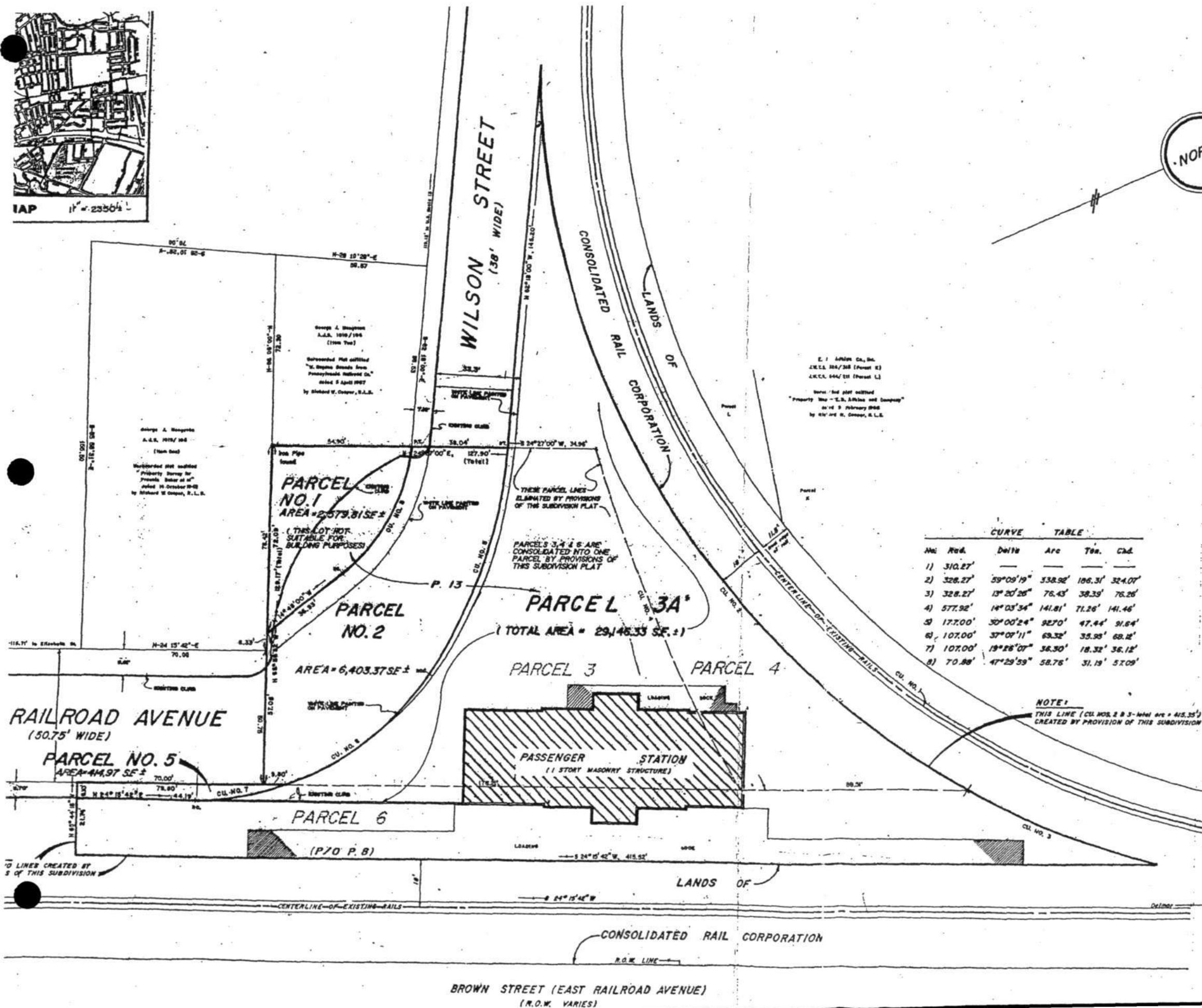
All that lot or property designated as Parcel 3A on a plat drawn by John H. Plummer & Associates and entitled Lands of Consolidated Rails Incorporated, dated June 16, 1985 and recorded in Wicomico County Land Record 2570/30.

### Boundary Justification:

The property included in this nomination is the current land associated with Union Station and it borders two railroad rights-of-way, one on the east and a second on the northwest. The third boundary follows the course of the adjacent city roads, known as West Railroad Avenue and Wilson Street.



IAP 11' x 2556 1/2'



CURVE TABLE					
No.	Rad.	Delta	Arc	Tan.	Ctd.
1)	310.27'				
2)	328.27'	59°09'19"	338.92'	186.31'	324.07'
3)	328.27'	13°20'26"	76.43'	38.39'	76.26'
4)	577.92'	14°03'34"	141.81'	71.26'	141.46'
5)	177.00'	30°00'24"	92.70'	47.44'	91.64'
6)	107.00'	37°09'11"	69.32'	35.95'	68.12'
7)	107.00'	19°28'07"	36.30'	18.32'	36.12'
8)	70.86'	47°28'59"	58.76'	31.19'	57.09'



Top Map No. 9 (City of Salisbury)  
Plot References:  
1) PennDel R.R. Co. map V-19  
2) E.C.B.A. R.R. Co. map V2-0-58

PARCEL No. designations (No. 8 etc.) refer to B & E R.R. parcel numbering system as shown on above-referenced R.R. drawings.

PARCELS 1 thru 6 to be conveyed to Kent English from Consolidated Rail Corporation. Total area of lands to be conveyed = 38,544.48± S.F.

PARCELS 7 and 8 to be conveyed to the City of Salisbury by Kent English for street and utility purposes.

NOTE: THIS PROPERTY IS LOCATED WITHIN FLOOD ZONE 'C' (AREA OF MINIMAL FLOODING) AS SHOWN ON F.E.M.A. MAP NO. 2 OF 4 CITY OF SALISBURY, WICOMICO COUNTY, MD.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

5880' NW  
(HEBRON)

75°37'30"  
38°22'30"

CAMBRIDGE 50 KM  
VIENNA 24 KM

47°00'00"E

48

LAUREL 21 KM  
DELMAR 10 KM

WI-150

UNION STATION

SALISBURY,

WILCOMICO COUNTY,  
MARYLAND

UTM REFERENCE:

18/448182 / 4246963

47°00'00"N  
NANTICOKE 31 KM  
CATCHPENNY 9 KM

42°46'

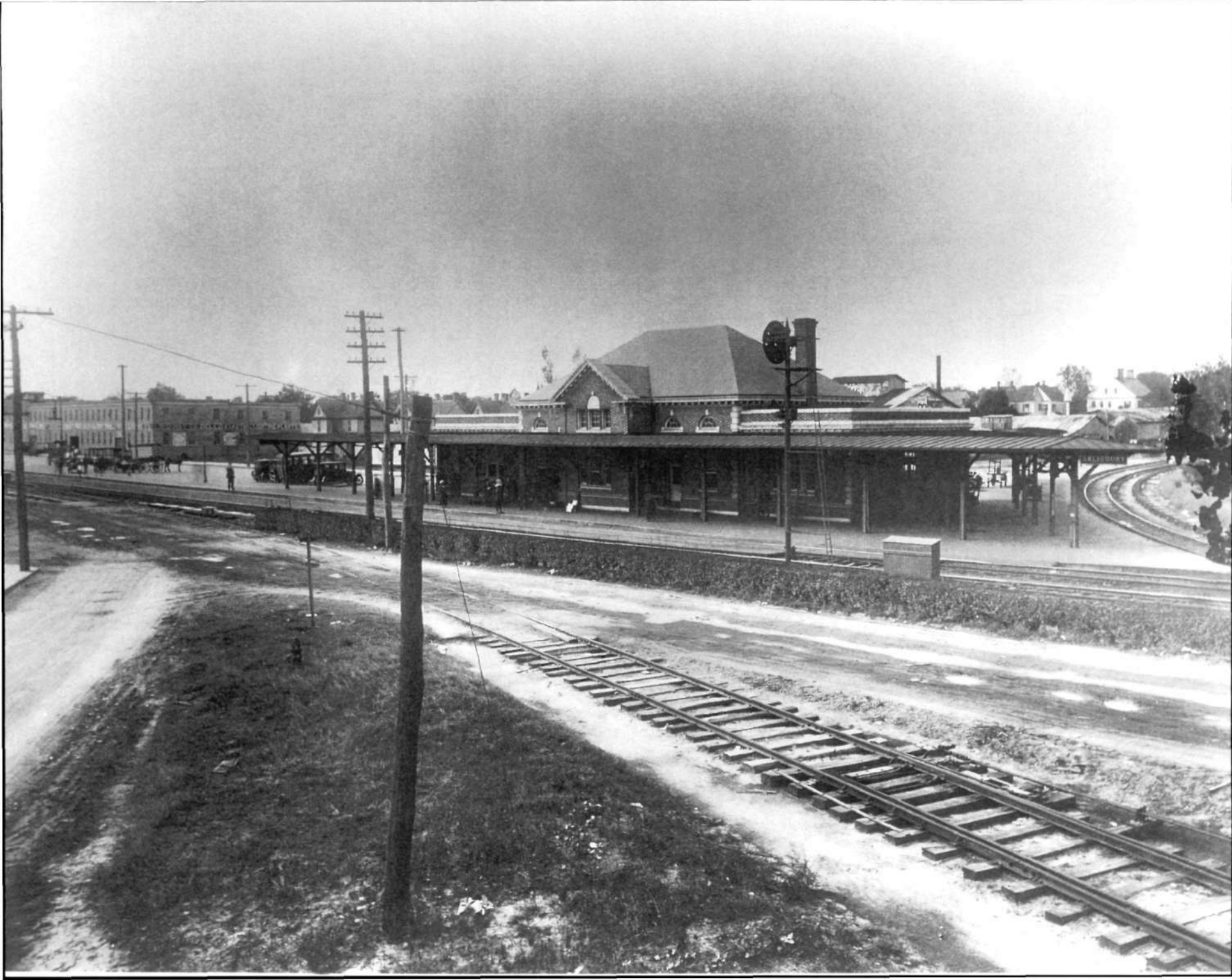
42°45'

42°44'

42°43'

20'







NI-150

Union Station

Salisbury, Wilkes Co, NC.

Documentary Photograph c. 1920

Collection of the Delaware State  
Archives, Dover, Delaware





W1-150

UNION STATION

Salisbury, Wicomico Co., MD.

West elevation

10/06, PAUL TONART, PHOTOGRAPHER

1 OF 8



W1-150

UNION STATION

SALISBURY, Wicomico Co., MD.

SOUTH ELEVATION

15706, PAUL TONART, PHOTOGRAPHER

2 of 8

A black and white photograph of a brick wall. The bricks are dark and arranged in a standard running bond pattern. The mortar joints are light-colored. In the center of the image, there is a rectangular, light-colored plaque with a double-line border. The number '1913' is inscribed on the plaque in a large, serif font.

1913



W1-150

Union Station

Salisbury, Wicomico Co, MD.

DATES TIME - EAST ELEVATION

10/06, PAUL TOWN, PHOTO.

3 or 8



WI-150

Union Station

Salisbury, Wilcox Co., MD.

NORTHEAST CORNER UNDER TRAIN  
SITED

10/06, Paul Touart, PHOTOGRAPHER

4 of 8



WI-150

Union Station

Salisbury, Wicomico Co., Md.

Main Waiting Room

10/06, Paul Tourant, Pitot & Chapter

\$ 0 x 2





NI-150

Union Station

Salisbury, Wilkes Co., MD.

Interion -

10/06, PAUL TOWANT, PHOTOGRAPHER

6 of 8



WI-150

Union Station

Salisbury, Wicomico Co., Md.

Floor of North wing

11/06, Paul Tourant, photographer

7 of 8



WI-150

UNION STATION

Salisbury, Wicomico Co., Md.

CORNICES IN MAIN WAITING ROOM  
10/06, PAUL TOWART, PHOTOGRAPHER

8 of 8

WI-150  
Union Station  
Salisbury  
Private

1913-14

Salisbury's Union Station is an important landmark in the transportation history of the lower Eastern Shore. Built in 1913-14 for the New York, Philadelphia, and Norfolk and the Baltimore, Chesapeake, & Atlantic railroad companies, Union Station was designed as a joint facility to better serve travelers or freight heading north, south, east, or west. Designed in a Georgian Revival style with Flemish bond walls accented with stone trimmings, the brick station was planned in an elaborate fashion with a large central waiting room and mens' and ladies' facilities to each end.

For over twenty years, the residents of Salisbury clamored for a new passenger station along the New York, Philadelphia, and Norfolk rail line due to the inadequate nature of the old station. Passenger service and commercial shipping in particular had overwhelmed the nineteenth-century facilities. An article that appeared in the *Salisbury Advertiser* in September 1890 summed up the discontent many felt for the crowded and inadequate conditions on the N. Y. P. & N. station. The paper stated:

*...we would like to say a word concerning the miserable shed-like building which passes for a station house at the depot of the N. Y. P. & N. railroad in Salisbury. So important a place as Salisbury is entitled to a good, convenient station house where passengers can wait comfortably, and on boarding the train or alighting, do so without being obliged to climb over boxes and barrels on a high crowded platform. The capacity of the building is entirely inadequate to the business and the office, and despite the efforts of the agent to keep things in order at times, the whole building, platforms, waiting rooms, and all, are crowded with an indiscriminate mass of humanity and freight. This is particularly the case with the fruit shipping season.*

Despite constant urging by the public, over twenty years passed before solid progress was



made on providing new railroad accommodations. Some relief was provided in 1897 when William F. Allen negotiated with the N. Y. P. & N. for a separate switch on his agricultural estate south of the city, thereby diverting a large segment of berry shipments that had helped overload the freight sheds in Salisbury.

In an effort to solve inadequacies on both the N. Y. P. & N. as well as the B. C. & A. line, a joint facility known as Union Station was conceived for the intersection of the two railroads.

On April 8, 1911 the *Salisbury Advertiser* announced the construction plans:

*After years of deliberation and discussion it begins to look as though Salisbury is at last to have a union station. According to the reports given out it has finally been decided to build an up-to-date union station at the present site of the B. C. & A. Junction. Salisbury has long been a sufferer on account of the disreputable station on both of the railroads here, stations that would be a disgrace to any village from one to two hundred inhabitants, and the people will generally rejoice when born are torn down, and one put up more in keeping with the size and importance of this city....Work will probably begin on the new station early in the fall, if the present plans are carried out.*

Despite great optimism, another two years passed before the cornerstone was set. Work was begun in late 1913, and by April 1914 *The Wicomico News* reported

*The contractors for the erection of the new union (sic) station in Salisbury expect to complete the brickwork this week, and if good weather continues the roof will be on by the middle of this month. The sheds are completed.*

Ironically, in light of the years of complaints and waiting, the new station opened later that year with little celebration. According to the station's first ticket agent Rollie W. Hastings, he unceremoniously walked over to the new facility with a cash box and sold the first ticket for a trip to Princess Anne. Union Station served the citizens of Salisbury for a little over forty years when the Pennsylvania Railroad discontinued passenger service in 1958.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. W I-150

### 1. Name of Property (indicate preferred name)

historic Union Station

other

### 2. Location

street and number North Salisbury Boulevard not for publication

city, town Salisbury vicinity

county Wicomico

### 3. Owner of Property (give names and mailing addresses of all owners)

name English Sign Systems

street and number North Division Street telephone

city, town Salisbury state MD zip code 21801

### 4. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Clerk of Court tax map and parcel Map Parcel

city, town Salisbury, Maryland liber folio

### 5. Primary Location of Additional Data

Contributing Resource in National Register District

**Contributing Resource in Local Historic District**

Determined Eligible for the National Register/Maryland Register

Determined Ineligible for the National Register/Maryland Register

Recorded by HABS/HAER

Historic Structure Report or Research Report at MHT

Other:

### 6. Classification

Category	Ownership	Current Function	Resource Count	
			Contributing	Noncontributing
district	public	agriculture		
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	commerce/trade	1	buildings
structure	both	defense		sites
site		domestic		structures
object		education		objects
		funerary	1	Total
		government		
		health care		
		industry		
		landscape		
		recreation/culture		
		religion		
		social		
		<input checked="" type="checkbox"/> transportation		
		work in progress		
		unknown		
		vacant/not in use		
		other:		
			Number of Contributing Resources previously listed in the Inventory	

Name Union Station  
Continuation Sheet

Number 7 Page 1

---

## 7. Description

---

### Condition

	excellent	deteriorated
<u>x</u>	good	ruins
	fair	altered

---

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Union Station is located along the Conrail tracks on Wilson Street in the commercial/industrial section of Salisbury, Wicomico County, Maryland. The station is located on the west side of the railroad with its principal axis oriented on a north/south axis.

Built in 1913-14, the single-story brick station is supported on a concrete foundation with a brick watertable accented with a stone cap. The Flemish bond brick walls rise to a medium sloped hip roof covered with slate. Flat roofed wings extend to the north and south and a bracketed shed roof extends around three sides. The track side of the station retains its platform and metal supported shed.

Erected in Flemish bond, the brick exterior of the station is accented with stone quoins and a modillion block cornice trims the perimeter of the roof. A marble datestone inscribed "1913" is fixed in the wall of the station. The east and west sides of the main block are enhanced by gable roofed projections featuring round arched window openings. Rising through the north end of the main block is a squarish brick stack finished with a corbelled cap.

The interior has been drastically altered to suit several commercial businesses since the Pennsylvania Railroad sold the property.

Name Union Station

## Continuation Sheet

Number 8 Page 1

## 8. Significance

Period	Areas of Significance	Check and justify below		
1600-1699	agriculture	economics	health/medicine	performing arts
1700-1799	archeology	education	industry	philosophy
1800-1899	<input checked="" type="checkbox"/> architecture	engineering	invention	politics/government
<input checked="" type="checkbox"/> 1900-1999	art	entertainment/ recreation	landscape architecture	religion
2000-	commerce	ethnic heritage	law	science
	communications	exploration/ settlement	literature	social history
	community planning		maritime history	transportation
	conservation		military	other:

## Significance dates

## Architect

Specific dates 1913-14

## Builder

Evaluation for:

☐ National Register☐ Maryland Register☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form – see manual.)

Salisbury's Union Station is an important landmark in the transportation history of the lower Eastern Shore. Built in 1913-14 for the New York, Philadelphia, and Norfolk and the Baltimore, Chesapeake, & Atlantic railroad companies, Union Station was designed as a joint facility to better serve travelers or freight heading north, south, east, or west. Designed in a Georgian Revival style with Flemish bond walls accented with stone trimmings, the brick station was designed and built in an elaborate fashion with a large central waiting room and mens' and ladies' facilities to each end.

For over twenty years, the residents of Salisbury clamored for a new passenger station along the New York, Philadelphia, and Norfolk rail line due to the inadequate nature of the old station. Passenger service and commercial shipping had increased to such a degree that the small Victorian frame depot and freight sheds could not handle the additional traffic. An article that appeared in the *Salisbury Advertiser* in September 1890 summed up the discontent many felt for the crowded and inadequate conditions of the N. Y. P. & N. station. The paper stated:

*...we would like to say a word concerning the miserable shed-like building which passes for a station house at the depot of the N. Y. P. & N. railroad in Salisbury. So important a place as Salisbury is entitled to a good, convenient station house where passengers can wait comfortably, and on boarding the train or alighting, do so without being obliged to climb over boxes and barrels on a high crowded platform. The capacity of the building is entirely*

Name Union Station

## Continuation Sheet

Number 8 Page 2

---

*inadequate to the business of the office, and despite the efforts of the agent to keep things in order at times, the whole building, platforms, waiting rooms, and all, are crowded with an indiscriminate mass of humanity and freight. This is particularly the case with the fruit shipping season.*<sup>1</sup>

Despite constant urging by the public, over twenty years passed before solid progress was made on providing new railroad accommodations. In an effort to solve inadequacies on both the N. Y. P. & N. as well as the B. C. & A. line a joint facility known as Union Station was conceived for the intersection of the two rail lines. On April 8, 1911 the *Salisbury Advertiser* announced the construction plans

*After years of deliberation and discussion it begins to look as though Salisbury is at last to have a union station. According to the reports given out it has finally been decided to build an up-to-date union station on the present site of the B. C. & A. Junction. Salisbury has long been a sufferer on account of the disreputable station on both of the railroads here, stations that would be a disgrace to any village from one to two hundred inhabitants, and the people will generally rejoice when both are torn down, and one put up more in keeping with the size and importance of this city...Work will probably begin on the new station early in the fall, if the present plans are carried out.*<sup>2</sup>

Despite great optimism, another two years passed before the cornerstone was set. Work was begun in late 1913, and by April 1914 *The Wicomico News* stated

*The contractors for erection of the new union (sic) station in Salisbury expect to complete the brickwork this week, and if good weather continues the roof will be on by the middle of this month. The sheds are completed.*<sup>3</sup>

Ironically, when the new station opened later that year, there was little celebration according to the station's first ticket agent, Rollie W. Hastings, who walked over to the new facility with a cash box and sold the first ticket for a trip to Princess Anne.<sup>4</sup> Union Station served the citizens of Salisbury for a little over forty years when the Pennsylvania Railroad discontinued passenger service in 1958.<sup>5</sup>

---

<sup>1</sup> *Salisbury Advertiser*, 20 September 1890.

<sup>2</sup> *Salisbury Advertiser*, 8 April 1911.

<sup>3</sup> *The Wicomico News*, 2 April 1914.

<sup>4</sup> John C. Hayman, *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*, Marvadel Publishers, 1979, pp. 101-102.

<sup>5</sup> Hayman, p. 102.

## 9. Major Bibliographical References

WI-150

## 10. Geographical Data

Acreage of project area

Acreage surveyed 1/4 acre

Quadrangle name Salisbury, Maryland

Quadrangle scale 1:24,000

### Verbal boundary description and justification

The boundary of this property coincides with the metes and bounds of the current lot.

## 11. Form Prepared by

name/title Paul B. Touart, Architectural Historian

organization Private Consultant

street & number P. O. Box 5

date 10/15/00

city or town Westover, Maryland 21871

phone 410-651-1094

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032  
410-514-7600

WI-150  
Union Station

Sanborn Insurance Map, 1909

BALTIMORE

HILL

B.C. & H.R.R.  
CAR BURN

43

LUTHER SHED

E.S. ADKINS AND CO.  
PLANING MILL & BOX FACTY

POWER PLANT BUILT CONTAINING HEAT ENGINE  
NO LIGHTS (MIGHT BE IN CHIMNEY) AND 2 KEYS  
IN CHIMNEY ATTACHED

OLD SAW MILL  
1 BLK & MACHY REMOVED

LUMBER SHED

LUMBER SHED

OUT

Box Factory  
2'  
UPPER MILL 1st  
UPPER MILL 2nd  
UPPER MILL 3rd  
UPPER MILL 4th  
UPPER MILL 5th  
UPPER MILL 6th  
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UPPER MILL 100th

Box Factory

2'

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL

UPPER MILL



Lake, Griffing, and Stevenson Atlas  
1877

WICOMICO CO.

*Dists. Nos. 9, 5, & 8*

**A. C. SMITH AND CO.,** Wholesale Dealers in Lumber, Shingles, Sash, Doors, Blinds and Building Materials, Salisbury, Md.

**H. HUMPHREYS,** Manufacturer of, and Wholesale and Retail Dealer in Dressed Flooring, surfaced Boards, House-framing, Bor-boards, Oak Lumber suitable for Vessel Material, Gum, Walnut, Oak and Cherry Hubs, Balusters, Newel Posts, Fence Pickets, Post Caps, Flower Vases, Broom Handles, Spinning Wheels, Pumps. Turning of all Kinds and Styles of Wood and on a Specialty. Wool carded from July 1st to October 31st. Also Manufacturer of Flour, Meal and Feed Stuff. Wicomico Falls Mills, No. 2 Mill Street, Salisbury, Md.

## Mills.

**GEO. W. LEONARD**, Farmer and Proprietor of Saw and Grist Mill. Res. and mill 44 miles north of Salisbury.

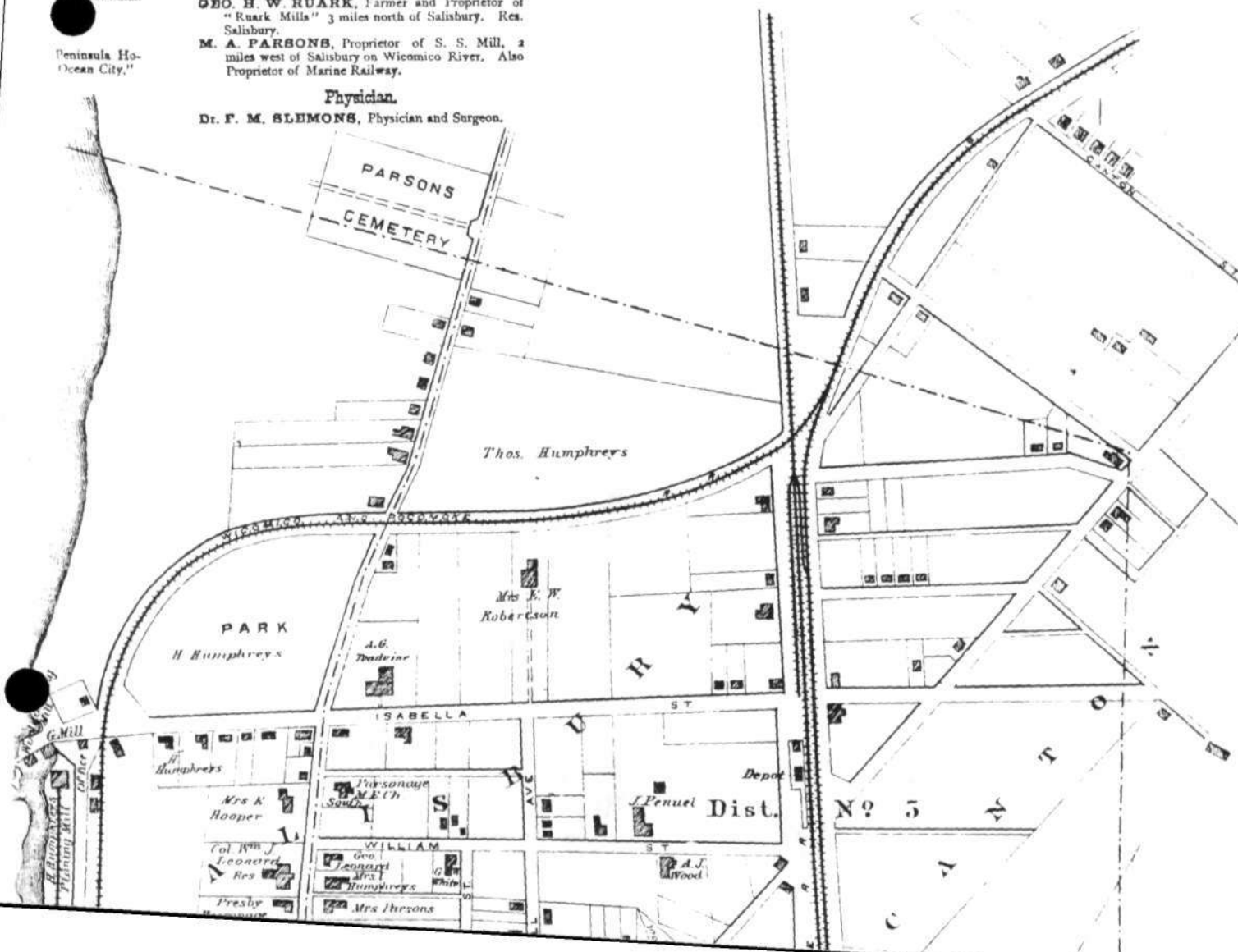
**JOHN WILLIAMS**, Farmer and Proprietor of Saw and Grist Mill 5 miles north of Salisbury.

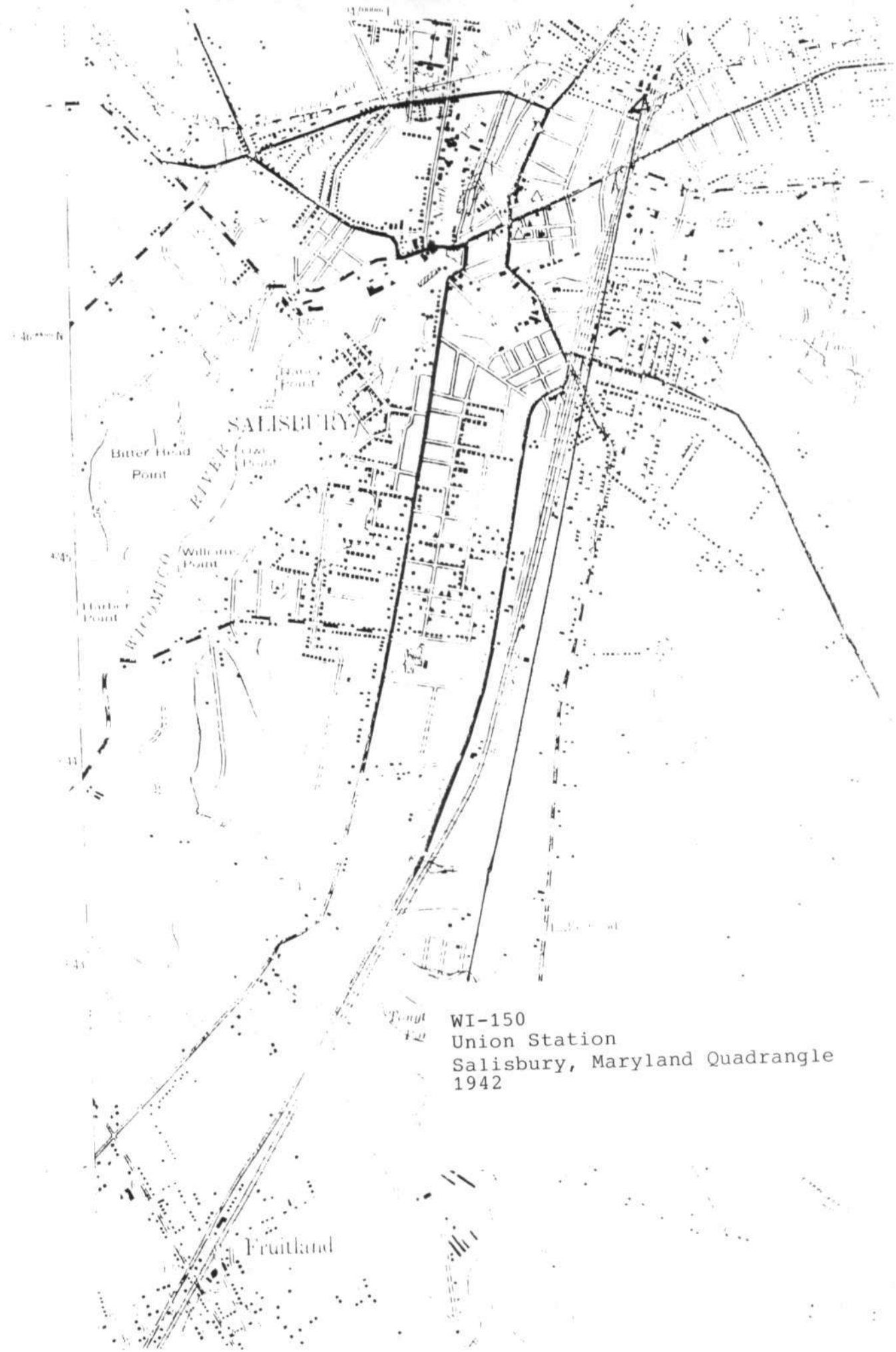
**GEO. H. W. RUARK**, Farmer and Proprietor of "Ruark Mills" 3 miles north of Salisbury. Res. Salisbury.

**M. A. PARSONS**, Proprietor of S. S. Mill, 2 miles west of Salisbury on Wicomico River. Also Proprietor of Marine Railway.

## Physician.

DR. F. M. SLEMONS, Physician and Surgeon.





WI-150  
Union Station  
Salisbury, Maryland Quadrangle  
1942

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. WI - 150

Magi No. 2301505719

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic UNION RAILROAD STATION

and/or common Salisbury Station

## 2. Location

street & number Wilson Street and Conrail Tracks ☐ not for publicationcity, town Salisbury ☐ vicinity of congressional district First

state Maryland county Wicomico

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name CONRAIL

street &amp; number 101 Delaware Avenue telephone no.: 800-441-8006

city, town Harrington state and zip code DE 19952

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Courthouse liber

street &amp; number Main and N. Division Streets folio

city, town Salisbury state Maryland

## 6. Representation in Existing Historical Surveys

title NONE

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

## 7. Description

Survey No. WI - 150

### Condition

☐ excellent  
☐ good  
☐ fair

☒ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Union Railroad Station is located on Wilson Street and faces the Conrail tracks in downtown Salisbury. It was built in 1913-1914 by the Pennsylvania Railroad Company.

The exterior of the building is brick and consisted of three sections. The center section has a central pavillion with wings. The upper portion of the pavillion has a triangular pediment with a bracketed raking cornice. Inside of it is a false Palladian window. On the lower portion of the pavillion is a 9/1 sash-window, flanked by 6/6 windows on either side. Union Station has a large waiting area in the central portion, gentlemen's and ladies' restrooms on either side, an octagonal-shaped office for tickets, a baggage room and an Express Office.

A two-panel door and a 9/1 window are on each side of the central pavillion. Between the doors and single windows and roofline are fan-shaped windows.

A slate hip roof covered this section of the building. A brick chimney with a corbeled cap is centered on the north gable end of the hip roof.

The wings, which extend from the central section to the north and south, has a parapeted roof. An enlarged belt course that includes cornice and modillions extends approximately one foot beneath the top of the parapet wall. A bracketed tin shed roof protects the north and south sides of the building. Beneath it on the west side of the wings are sets of 9/1 and 6/1 windows.

The north side of the building has a central door with a rectangular transom window and sidelights. On opposite sides of the door are a window and a glass-paneled transomed door.

On the south face there was a glass-paneled transomed (three lights) door and a 9/1 window. The east side that faces the tracks is identical to the west side. The only difference is that it has a tin butterfly roof supported by four-branched, arched brackets on a square column base. This extends over the raised loading platform for protection. On this side of the building is the cornerstone inscribed with the date 1913.

(Continued on White Sheet)



# 8. Significance

Survey No. WI - 150

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

## Specific dates

## Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Salisbury, Maryland is one of the largest and most prosperous communities of the Eastern Shore. Historically, this was due largely to the fact that two major rail lines intersected there and that it was the head of navigation for the Wicomico River.

The B. C. and A. and N.Y.P. and N. rail intersection in Salisbury was an ideal location for a passenger station and that is why the station was built there. People were able to travel in all directions from the station. It was in the center of the city and was open 24 hours a day.

In railroading's "heyday," the waiting room was always full. Rollie Hastings remembered a particular July 4th, which was always the biggest day of the year, when 770 tickets were sold. People used the trains because they were the fastest, cheapest and easiest way to get anywhere. The B. C. and A. alone carried 80,000 passengers during one prosperous year.

Because so many people utilized Union Station, and it was in a central location, other businesses either started or prospered because of the railroad business that passed through. Two businesses that opened in reaction to the needs of the busy station were the bus and taxi services. Both of these started about the same time that the present station opened. They transported people to and from the station from the downtown area and the areas surrounding Salisbury.

The Express Company, which had its office in the station, was a convenient place for people to mail packages. It had the advantage of being able to ship parcels on both lines from the same office.

The steamers that connected Baltimore and Cape Charles to the Eastern Shore grew and prospered by complementing rail service. The steamers had to keep up with the many passengers traveling through Union Station.

(Continued on White Sheet)

## 9. Major Bibliographical References

Survey No. WI - 150

See Continuation Sheet 9.1.

## 10. Geographical Data

Acreage of nominated property 1/4 acre

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

### Verbal boundary description and justification

Bounded on the east by the tracks running north-south and on the north by the tracks running east-west. The west and south boundaries are made by Wilson Street and Railroad Avenue.

### List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
-------	-----	------	--------	------

state	code	county	code
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## 11. Form Prepared By

name/title Lauren L. Dianichorganization N/A date May 18, 1984street & number 203 East William Street telephone 543-1703city or town Salisbury state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

## 7. DESCRIPTION (Continued)

All exterior walls have a water table accented with stone molding. The six corners on the center section and the wings are decorated with plain stone quoins. All windows and doors on each side are topped with flat brick segmental arches and pronounced beveled keystones.

The building appears to be structurally sound. The wood trim and brackets supporting the shed and butterfly roofs are original or are very close reproductions. The slate roof is in good condition with few tiles noticeably broken. The tin roof encircling three sides of the building is still intact.

Unfortunately, many of the windows and doors have been bricked in or boarded over. Overhead garage doors have replaced some of the doors and triple windows. A partition has been erected on the loading ramp.

According to Mr. Rollie Hastings (a ticket agent there for many years), the building was beautiful and very impressive while in use. The interior had high ceilings and the walls and ceiling (made of molded plaster) were painted ivory. The floors were cement and ornate radiators were used for heat. The lighting was electric but the windows and skylights provided abundant natural light.

The main waiting area had a wooden bench running the length of the room; this area stayed full all day. A beautiful clock was the focal point, according to Mr. Hastings.

The ladies' and men's restrooms had stalls made of pink Arkansas marble. The ladies' room had a couch, a settee, and a table for relaxing and playing cards.

The main ticket office was octagonal-shaped and a brass bar was located outside of it to help form ticket lines. There was a separate baggage room in the station as well.

In the same building, but not owned by the same company, was the Express Office. It was similar to the present-day UPS. Mail was taken to the station also. It was picked up by a separate mail car that was connected to a passenger train (mail was sorted on the car). All of the equipment (including a hand-operated telegraph) was very modern for that time.

Very little of the interior resembles what it looked like when it was in use. Different floors have been put in or existing floors have been raised, lighting fixtures are different, doors have been cut into walls, and all of it is in poor condition, due to lack of maintenance. Portions of the bathrooms, office walls, radiators, and plaster ceiling are original.

## 8. SIGNIFICANCE (ontinued)

Ocean City, before the start of passenger service, was virtually a barren beach. As passenger service out of Union Station grew, so did the beach resort. Many people in Wicomico County would pack picnic lunches and go to Ocean City. The B. C. and A. handled many excursions out of Salisbury during the summer. Special ticket prices as low as one dollar for a round trip (half the normal price) were offered to encourage large groups to take trips to the ocean.

The government even utilized the trains and station. During WW II, men being drafted came through the station en route to their assignments.

The new station also provided jobs for some Salisbury residents. Dock loaders, track supervisors, janitors, mail clerks, and ticket agents were employed there. Hundreds of thousands of people passed through the station, and the convenient transportation provided by the station changed the lifestyles of many by making travel available at more affordable prices.

As the history of Union Station shows, it was an essential part of passenger service and the heritage of Salisbury. It was a building for local citizens and others to admire and use. Although it is no longer used for railroading purposes, it stands as a reminder of the role of the railroad for Salisbury and cities across the nation.

(Architectural description and statement of significance are from "A Neglected Landmark" by Lauren Dianich).



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West Side

WI-150

Union Station,  
Salisbury, MD

5/84  
Wicomico Co.

Photographs by  
Lauren Dianich  
Salisbury, MD 21801



East side

WI-150

Union Station

Salisbury, MD

5/84

Wicomico Co.

Photographs by  
Lauren Dianich, Salisbury, MD



North side

WI-150

Union Station





South Side

WI-150

Union Station

Salisbury, MD.

5/84

Wilcoxon Co.

Photographs by  
Lauren Dianich  
Salisbury, MD 21801

1913

corner stone

WI-150

Union Station

Salisbury, MD 21801 5/84

Wilcomico Co.

Photographs by

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